PROJECT [illegible] RECORD CARD

[illegible] 52	Boston, Mass.	10. CONCLUSION
[illegible] EDT	[illegible] Ground-Radar	
[illegible]	Air-Intercept Radar	X Possibly Balloon
	Wx Observer	
[illegible]	1	9. COURSE
11 Min.		

12. COMMENTS

[illegible] object was observed through the [illegible] by weather observer tracking balloon. [illegible] an arrangement of blue, green, and [illegible] in a rectangular pattern. Object appeared to be circling 100-gram balloon which [illegible] was tracking.

ATIC FORM 329 (REV 26 SEP 52)

30. **Please add here any further comments which you believe are important. Use additional sheets of the same size paper, if necessary.**

After five minutes had elapsed while I completed WX observation checked with tower and air traffic control to make sure if any planes were holding in the area — negative replies. I was certain that there was nothing as common as usual traffic around Logan Airport. One reason for checking with tower and [illegible] traffic control. Another calling forecaster from down stairs to continue observation of object as it slowed down after completing its second circling. After getting negative results from all angles I got off duty at midnite and by half an hour later I arrived home and decided to call the A.P. here at Boston — I was so certain and slightly terrorified by the experience. I have never reported anything to them before in my life except the usual degree day temps data and precipitation and the usual list of high and low temperatures across the nation. Yes, by 1/2 hr after midnite only one hour after sighting object the A.P. had the story of the unusual flying object.

I have been here at Logan five years as weather observer and one and half at Caribou Maine as a rawinsonde observer — also 1 yr in Navy weather graduated the navy weather school at Lakehurst N.J. and working in the weather central at San Francisco, Calif. Have had two years training in chemical engineering at N.Y.U. University Heights N.Y.C.

As it turned out later that night or early next morning July 23rd there were many reports from the public who I honestly believe saw the object as it lowered — probably after balloon burst and came down over Boston Harbor about midnite.

I have sighted these objects in the past 49, 50 & 51 and I expect to see them again — next June or July, the same time of evening 11 P.M. DST when I send up own 100 gr. balloon which rises at the rate of 280 ft/min. In the past I never reported seeing them to anyone, except for one report of a green fireball bursting high in the eastern heavens and [illegible] orange-red

(over)

fragments even higher in the heavens east of Boston. These are called fireballs. A few years ago was seen at night by many of the citizens in New England — Portland to Providence. Since then I have noted other peculiar objects which I don't think should be called a meteor, shooting star, ionized air, inversion, fire ball — although this is the appearance this object takes at times of reflections.

Of course I do not know how they derive their power — as we haven't yet mastered atomic (energy) power in aircraft. They are mobility personified and I have observed them through the theodolite to move off at right angles and vertically at very great speeds. They can come rather low in altitude without being noticed with only a few very bright reds and greens visible — but suddenly taking off with a blue-white light that seems to disintegrate right before your eyes at always higher elevation angles. The size could be 1/3 the size of the sun at the end of the flare. Yes, they resemble fire balls when moving fast but after they disintegrate in space in a flash (not bursting) [illegible] probably exceeding the speed of light and attaining a electrical magnetic speed many times greater. I was happy to have observed the object for such a long period of time and I assure you that a pledged weather [illegible] will be sent the next time I see or follow one. They have never attempted to land and can be seen on clear nights in July from NE to SE over water east of Logan Airport, E. Boston. We nearly always have inversions and reflections and other interference but these [illegible] especially in summer at Boston. The last couple of years I have noticed that they buzzed some planes around Boston — but since they don't harm anything I couldn't see any reason to try and shoot them down.

Early I compared size to blimp but it is not as large and different shape — no wings couldn't have with its speed — but like lights of a blimp the red and green neon lights ones could be similar also a helicopter could be confused with it because of its ability to stay motionless and vertical mobility — the windows could have the same rectangular shape with rounded corners and the objects portholes.

I believe that we of this world are being watched more closely than we believe and will never be given the opportunity of discovering the secrets of the universe.

ATTN AP

14

UNITED STATES DEPARTMENT OF COMMERCE
WEATHER BUREAU
WASHINGTON

NOV 6 1952

IN REPLY, PLEASE ADDRESS
CHIEF, U. S. WEATHER BUREAU
WASHINGTON 25, D. C.
AND REFER TO
O-4.23

Boston, Mass.
22 Jul 52

Commanding Officer
Air Technical Intelligence Center
Wright-Patterson AFB
Dayton, Ohio

Attention: Project Bluebook

Dear Sir:

Attached hereto are three reports of unidentified aerial objects observed at Weather Bureau stations.

Very truly yours,

D M Little

D. M. Little
Assistant Chief of Bureau (Operations)

Enclosures (3)

EXTRACT OF REPORT FROM WEATHER BUREAU AIRPORT STATION
BOSTON, MASSACHUSETTS, DATED AUGUST 7, 1952

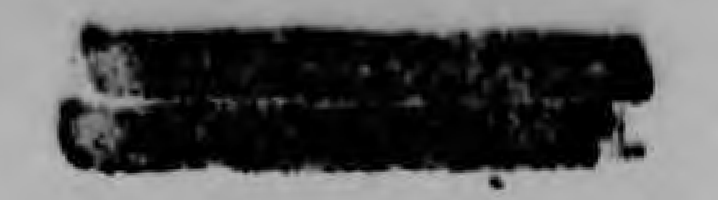
"On July 22, 1952, from approximately 11:15 PM to 11:26, DST, a flying object was observed which interfered with my 23,000-ft. balloon run at that time. This object was followed with a theodolite as it appeared very bright in comparison with the dimming balloon lighting unit. It was not seen with the naked eye because it seemed more important to follow it closely with the theodolite and record the angles and change of color.

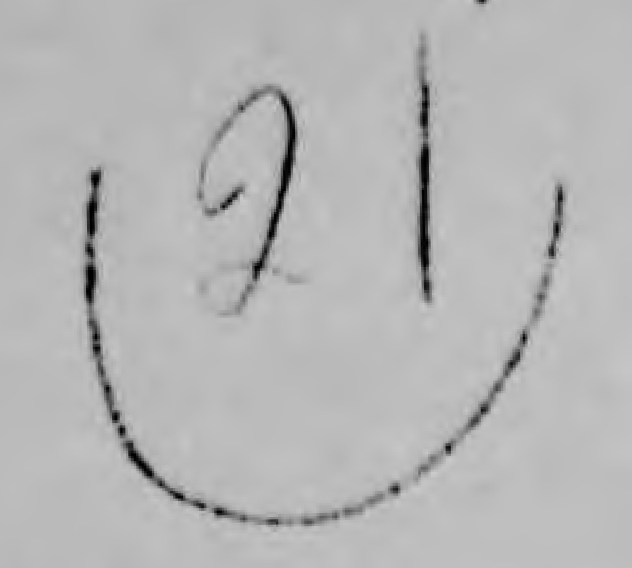
"This object was oval or disk-shaped with colored lights of red, green, and blue arranged horizontally. The colored lights, when clearly visible, appeared rectangular in shape with rounded corners. The brightness of the lights seemed to depend on the angle of observation as the object moved.

"During the 11 minutes observed, the object which was southeast of the station, stayed within the reciprocal azimuth angles of 118 degrees to 130 degrees and angles of elevation of 20.5 degrees to 23.0 degrees. The object made three complete circles in that area. It was not moving very fast. As the object moved, the colored lights seemed to fade and a blue-white light was observed. When seen through the theodolite, this blue-white lightwas as bright as a star of the first magnitude. The object appeared to be circling the 100-gram balloon.

"The observer estimated the object as being at least 10 miles from the point of observation at WBAS, Boston, and at a height of 25,000 ft. when first noted, later climbing to a height of 35,000 ft.

"It seemed unlikely to the observer that jet planes could turn repeatedly in such an area as recorded. The observer checked with the Airport Traffic Control Tower and the Air Route Traffic Control Center to see if any planes were holding in the area. Negative replies were received from all concerned."





UNCLASSIFIED

29 JUL 1952

1D-OSI 24-149 SPOT INTELLIGENCE REPORT

SUBJECT: (Unclassified) UNKNOWN SUBJECT(S): Sighting of Unconventional Aircraft, 2315-2400 hours, 22 July 1952, Boston, Massachusetts

TO: Director of Special Investigations
Headquarters, USAF
Washington 25, D. C.

SYNOPSIS:

On 23 July 1952, reports of sightings of unidentified phenomena between 2315 and 2400 hours, 22 July 1952, were received from five (5) separate sources. No activity or condition developed that accounts for sightings.

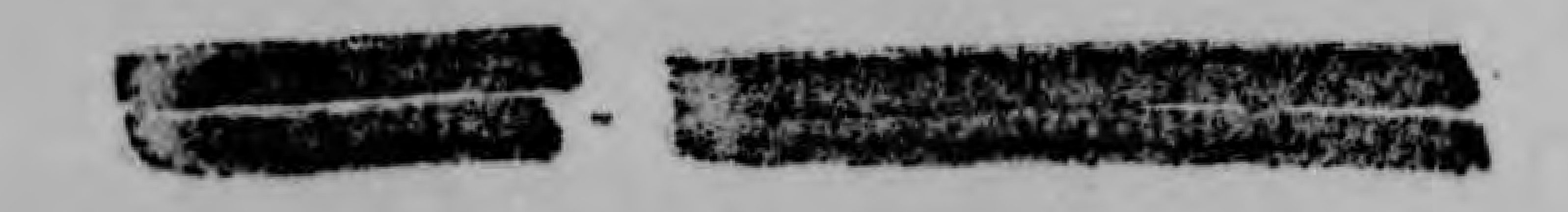
DETAILS:

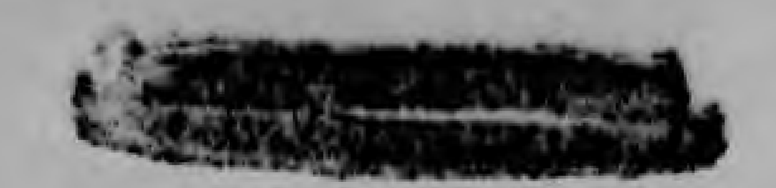
1. At 0800 hours, 23 July 1952, a telephone call was received at Detachment "B", Headquarters, 1st District OSI, from the duty officer, 108th CIC Detachment, Boston Army Base, relaying a report from Lt Commander W. J. ADAMS, Squantum Naval Air Station, Quincy, Massachusetts, to the effect that he and several others had observed unidentified phenomena during the night of 22 July 1952. At 1400 hours, 23 July 1952, GUY M. BAILEY, weather observer, U. S. Weather Bureau, Logan Airport, Boston, Massachusetts, advised that he observed strange lights between 2315 and 2326 hours, 22 July 1952. Additional calls reporting similar phenomena were received from [redacted], Needham; [redacted] Roslindale; and [redacted], West Roxbury; all in Massachusetts. Results of personal interviews with [redacted] and [redacted] by Special Agent JULIUS B. POPPINGA on 23 July 1952 are set forth. This District Office does not contemplate interview of [redacted], [redacted] and [redacted] unless your Headquarters directs otherwise.

2. Information provided by Lt Commander ADAMS:

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.

UNCLASSIFIED





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(a) Description: Two (2) round, bluish-green lights, much more brilliant than a first magnitude star, having no aerodynamic features, and moving without sound or exhaust trail. Observer could not estimate size, speed, or altitude of lights.

(b) Formation: One directly behind the other and at the same level. ADAMS could not estimate the actual distance between the lights, but stated that when looking at them over his outstretched arm, a hands-breadth covered the space between them. This formation did not change.

(c) Maneuvers: The lights were sighted at an angle of 45 degrees above the horizon in the southeastern sky. They moved northwest until directly over the point of observation, then reversed their direction without apparent turning, moved southeast 45 degrees, again reversed their direction, passed over the observer, and began a wide arc toward the northeast. All maneuvers were on the same plane, without any noticeable change of altitude.

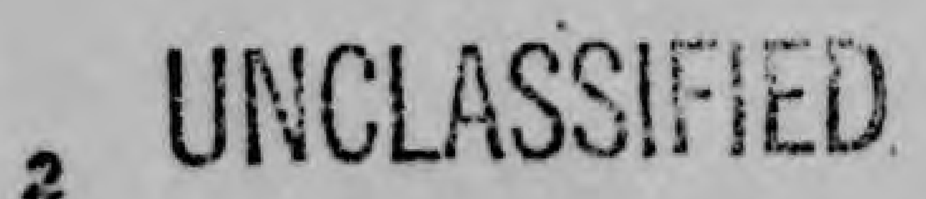
(d) Manner of disappearance: Lights were not dimmed by distance, but the disappearance was abrupt, as if the objects had been switched off suddenly. The lead light disappeared first, while the second one continued until reaching the approximate point at which the first disappeared and then went out.

(e) Time sighted: [redacted], who was on duty as Officer of the Day, received a call from East Weymouth, Massachusetts, advising that two very bright lights were moving in the direction of the Naval Air Station. He immediately went outside and sighted the phenomena. The time was 2345 EDT. The maneuvers described lasted about three (3) minutes, or until 2348 EDT.

(f) Manner and location of observation: No optical or mechanical aids were employed. [redacted] stood just north of the administration building at Squantum Naval Air Station, Quincy, Massachusetts.

(g) Identifying information on observer: Lt Commander [redacted] has served twelve (12) years active duty in the U. S. Navy, primarily as a pilot. He is presently performing duties of assistant personnel officer at Squantum. He stated that falling stars, jet exhaust trails, search light reflections, and navigational lights on conventional aircraft are all very familiar to him and that the phenomena described was distinctly different from any of these.

(h) Existing condition that might account for sighting: None. No physical evidence exists, and no interception action was taken.





[redacted]

UNCLASSIFIED

(i) Weather conditions: [redacted] described the sky as perfectly clear, affording exceptional visibility. Weather conditions at 2330 hours EDT, 22 July 1952 were reported by the U. S. Weather Department, Logan Airport, Boston, Massachusetts, as follows: "Clear; west wind 11 mph; visibility 15 plus miles; temperature 83; humidity 58%."

(j) [redacted] advised that S Sgt ANTHONY DI NALLO, Marine Air Detachment, Squantum, observed the phenomena with him, and that Smn 1/C ROLF HELLUM, also of Squantum, observed it from a point one (1) mile south of the station but at the same time. On 23 July 1952, DI NALLO and HELLUM were separately interviewed by Special Agent JULIUS B. POPPINGA. Descriptions received from them did not differ from that given by ADAMS and provided no additional information.

(k) During his tour of duty, ADAMS received a total of six (6) telephone calls from the following persons, who, according to ADAMS, reported substantially the same thing: [redacted], South Weymouth; [redacted], [redacted], East Weymouth; [redacted], Roslindale; [redacted], [redacted], Weymouth Landing; [redacted], [redacted], Cambridge (who observed the lights from Wollaston Beach near Weymouth); and [redacted], [redacted], Roxbury. Interviews with these persons are not contemplated, unless your Headquarters directs otherwise.

3. Information provided by [redacted]

(a) Description: Four small lights, red and green, at times completely enveloped by a single, bluish-white light much brighter than a star of first magnitude. Shape, sound, exhaust, altitude, and speed were not determinable.

(b) Formation: None. Appeared as one (1) body only.

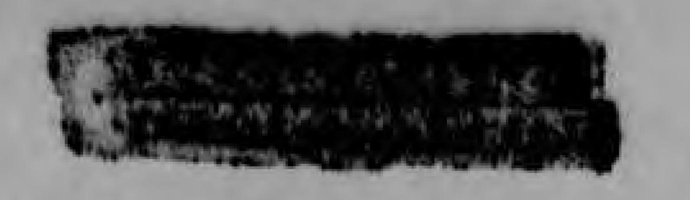
(c) Maneuvers: Appeared to make three complete elliptical circles at constant altitude within an arc of 22 degrees. Apparently slowed to almost a stop before changing direction.

(d) Time sighted: From 2315 to 2326 hours, 22 July 1952. Observer had to abandon the light to prepare weather report, and was prevented from making further observation because of other duties.

(e) Manner of observation: Object was not visible to the naked eye, but was observed through a Weather Bureau Theodolite, a telescopic instrument used for tracking weather balloons. Make and lens power could not be determined from markings or from observatory personnel. However, they advised that balloons 18 feet in diameter could be seen through the instrument at a distance of 50 miles.

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[redacted]



UNCLASSIFIED

(f) Location of observer and position of light(s): [redacted] was standing on the observation platform at the Weather Bureau observatory at Logan Airport, Boston, Massachusetts. He first located the light while tracking a balloon at an azimuth of 130 degrees or southeast, at a vertical angle of 22 degrees from the horizontal. He advised that the light did not change altitude, and remained within an arc of 22 degrees, from an azimuth of 118 degrees to 140 degrees.

(g) Information on Observer: [redacted] has been a weather observer for eight (8) years. The airport location of the observatory gives evidence to his familiarity with all types of aircraft. He advised that if the lights were caused by jet aircraft, he could not account for their slow speed during changes of direction. [redacted] could think of nothing else such as search light reflections or shooting stars that could account for the sightings.

(h) Existing condition that might account for sighting: None. No physical evidence exists, and no interception action was taken.

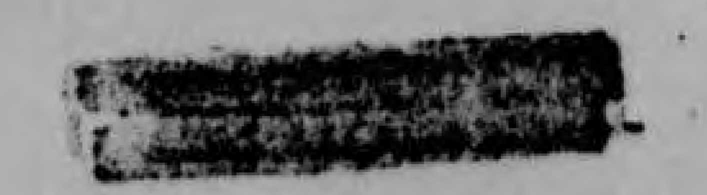
ACTION:

Two (2) copies of this report have been forwarded to the Commanding General, Air Materiel Command, Wright-Patterson Air Force Base, Dayton, Ohio, Attention: MCIS. No further action contemplated by this District Office.

ROBERT S. JONES
Lt Colonel, USAF
District Commander

cc: CG, AMC (dup)

UNCLASSIFIED



P 231935Z

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UNCLASSIFIED

TO JEPHQ/DIR OF INTELL USAF WASH 25 D C

INFO JEDWP/AIR TECH INTELL CEN WRIGHT PAT AFB OHIO

JEDEN/CG ADC ENT AFB COLO SPGS COLO

JEPNB/CG EADF STEWART AFB NY

JEPSN/CG 32ND AIR DIV (DEF) HANCOCK FLD SYRACUSE NY

/[redacted]/ATTN ATIAA-2C PDOPS INT 37 JUL PD FLYOBRPT PD

FOLG INFO PASSED TO THIS HQ INTELL SECTION VIA BASE TOWER FROM WEATHER SECTION CMA LOGAN AIRPORT CMA BOSTON CMA MASS CLN QUOTE MR BAILEY CMA G M CMA CIVILIAN WEATHER OBSERVER AT LOGAN AIRPORT REPORTS THAT AT 0315 TO 0326Z 23 JUL 52 HE PICKED UP AN UNKNOWN OBJECT ON THEODOLITE AND REPORTS FOLLOWING CLN (1) OBJECT ESTIMATED SEVEN MILES FROM LOGAN AIRPORT AT ELEVATION OF TWENTY DEGREES TO TWENTY THREE DEGREES IN AZIMUTH PD (2) OBJECT MADE THREE DEFINITE THREE HUNDRED SIXTY DEGREE CIRCLES AND WAS OBSERVED FOR ELEVEN MINUTES PD (3) OBJECT APPEARED FIRST BLUISH WHITE CMA CHANGING TO RED ON APPARENT DECELERATION CMA THEN AGAIN TO BLUE WHITE UPON EXTREMELY RAPID ACCELERATION PD UNQUOTE PD NO FURTHER INFORMATION WAS GIVEN CMA OTHER THAN THAT CIVILIAN BAILEY MADE IMMEDIATE FORMAL REPORT TO CAA AND ARTC PD

23/2004Z JUL JEPDG

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RE158

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CBA211

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DE JEPDG 82

APPEARED FIRST BLUISH WHITE CMA CHANGING TO RED ON APPARENT DECELE-
RATION CMA THEN AGAIN TO BLUE WHITE UPON EXTREMELY RAPID ACCELERATION
PD UNQUOTE PD NO FURTHER INFORMATION WAS GIVEN CMA OTHER THAN THAT
CIVILIAN BAILEY MADE IMMEDIATE FORMAL REPORT TO CAA AND ARTC PD

23/2244Z JUL JEPDG

1. ATIAA
2. ATIA
3. C File

24 JUL 1952 10 50

1952 JUL 20 16

ACTION

INFOR INFOR

1952 JUL 23 16:12

AIR TECHNICAL INTELLIGENCE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
OHIO

4 September 1952

Mr. Guy M. Bailey
U.S. Weather Bureau
Logan Airport
Boston, Massachusetts

Dear Mr. Bailey:

Your recent report of unidentified aerial phenomena has been received by the Air Technical Intelligence Center. Inclosed is a questionnaire, which, when completed by you and returned in the inclosed, self-addressed envelope, will aid in standardizing the data and will provide a complete record of the occurrence.

Your interest in reporting the matter and your public spirited desire to be of service are greatly appreciated.

Sincerely yours,

Robert E. Kennedy
ROBERT E. KENNEDY
Major, USAF
Air Adjutant General

2 Incls
a/s

PROJECT 10073 RECORD

1. DATE - TIME GROUP 25/30 Jul 52	2. LOCATION Boston, Mass.
3. SOURCE Civilian/Military	10. CONCLUSION BALLOON
4. NUMBER OF OBJECTS Not stated	
5. LENGTH OF OBSERVATION Not stated	11. BRIEF SUMMARY AND ANALYSIS SEE CASE FILE
6. TYPE OF OBSERVATION Not stated	
7. COURSE Not stated	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

2

FTD FORM SEP 63 0-329 (TDE) Previous editions of this form may be used.

SECURITY INFORMATION

AF FORM 112—PART I
APPROVED 1 JUNE 1948

Boston, Mass.
23/30 Jul 52

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA	IR-35-52E	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT		
AREA REPORTED ON: Boston, Mass.	FROM (Agency): Civ WX Obsv, Logan Apt, Boston & Airborne F-94 pilot w/58 FIS, Otis AFB, Mass.	
DATE OF REPORT: 4 Aug 52	DATE OF INFORMATION: 23 Jul & 30 Jul 52	EVALUATION: N/A
PREPARED BY (Officer): JAMES A. BROWN, Capt., USAF, Wg Intell	SOURCE: Mr. [redacted] & Lt [redacted]	

REFERENCES (Control number, directive, previous report, etc., as applicable)
See Incls and 58th Ftr-Intcp Sq Rpts of 23 Jul, Lt [redacted]

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

This report is intended to clarify and resolve two previous reports, per above and incls.

Reference Incl 1:

The report submitted pertaining to sighting by Mr [redacted] has been resolved to the satisfaction of the undersigned. Mr [redacted] made the sighting at the same time F-94B aircraft, piloted by Lts Hearn & Lemieux of the 58th Ftr-Intcp Sq, were in his surveillande area.

After considerable detailed conversation with these two pilots as to their tactics, etc, in attempting to intercept the object(s) they had sighted it is the opinion of the undersigned that Mr [redacted] was tracking their aircraft.

The F-94s were maneuvering in the area reported by Mr [redacted]

The F-94s made definite 360s.

Afterburners were lit, power advanced and retarded.

Mr [redacted] is likely unfamiliar with the appearance of the afterburner blast of a jet fighter as it appears at night, and during maneuvers.

Reference Incl 2:

After considerable detailed conversation with the pilot making the sighting the base weather officer was conferred with.

It is the opinion of the undersigned, the base (Otis AFB) weather officer, and (now) the reporting pilot, that the object sighted and reported as unidentified was a weather pilot balloon.

Further, it is the opinion of all three that the object (resolved as a pilot balloon) was most likely released from Westover AFB, Mass.

Because of this conclusion no further report was made on the object.

James A Brown

JAMES A. BROWN
Captain, USAF
Wg Intell Off

2 INCLS.

7-3719-2

DISTRIBUTION BY ORIGINATOR
Orig & 3 cys to CG, EADF, Stewart AFB, N.Y. for further distribution.

RESTRICTED
(CLASSIFICATION)
SECURITY INFORMATION

U. S. GOVERNMENT PRINTING OFFICE : 1950—O-910331



CO, 4707TH DEF WG
OTIS AFB, FALMOUTH, MASS.

RESTRICTED

PRIORITY PRIORITY

DIR OF INTELL, USAF
WASHINGTON 25, D.C.

XX

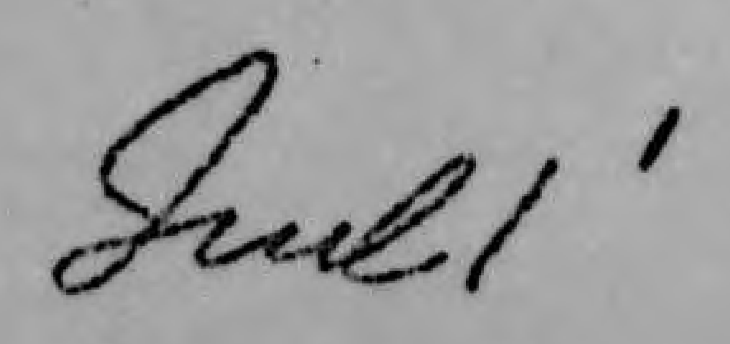
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WRIGHT PATTERSON AFB, OHIO
ATTN: ATIAA-2C

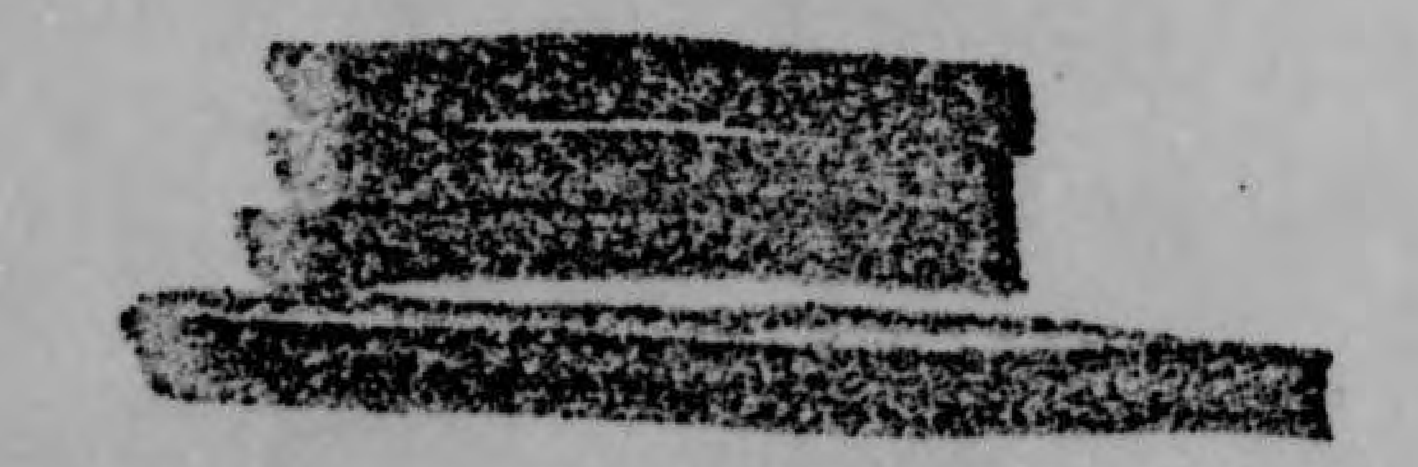
CG, ADC
ENT AFB, COLO SPGS, COLO.

CG, EADF
STEWART AFB, NEWBURGH, NY

CG, 32AD (DEF)
HANCOCK FLD, SYRACUSE, N.Y.

OPS INT 37 Jul PD FLYOBRPT PD FOLG INFO PASSED TO THIS HQ INTELL SECTION VIA BASE TOWER FROM WEATHER SECTION CMA LOGAN AIRPORT CMA BOSTON CMA MASS CLN QUOTE MR BAILEY CMA G M CMA CIVILIAN WEATHER OBSERVER AT LOGAN AIRPORT REPORTS THAT AT 0315 TO 0326 Z 23 JUL 52 HE PICKED UP AN UNKNOWN OBJECT ON THEODOLITE AND REPORTS FOLLOWING CLN (1) OBJECT ESTIMATED SEVEN MILES FROM LOGAN AIRPORT AT ELEVATION OF TWENTY DEGREES TO TWENTY THREE DEGREES DESCRIBED AN ARC FROM ONE HUNDRED EIGHTEEN DEGREES TO ONE HUNDRED THIRTY DEGREES IN AZIMUTH PD (2) OBJECT MADE THREE DEFINITE THREE HUNDRED SIXTY DEGREE CIRCLES AND WAS OBSERVED FOR ELEV MINUTES PD (3) OBJECT APPEARED FIRST BLUISH WHITE CMA CHANGING TO RED ON





[redacted]

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PRIORITY PRIORITY

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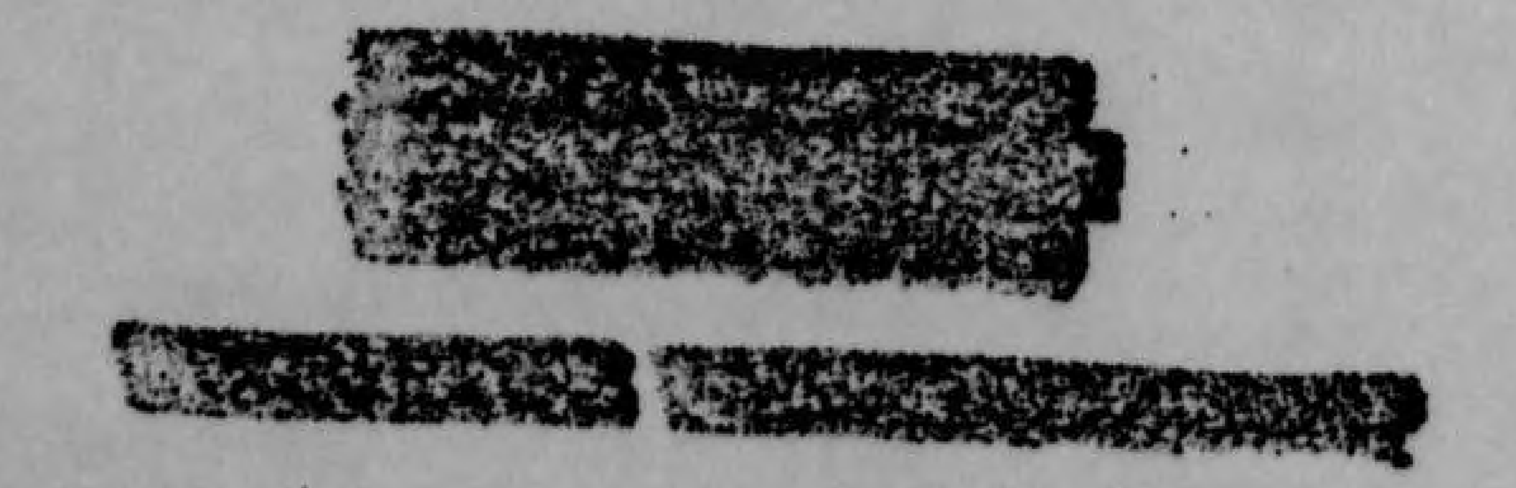
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RESTRICTED 2 2

JAMES A. BROWN, Capt, USAF Wg Intell off

OPS INT 2282

Jul 1 2


[redacted]



58TH Ftr Intcp Sq
4707th Def. Wg, Otis AFB, Mass

RESTRICTED

PRIORITY PRIORITY

DIR OF INTELL, USAF
WASHINGTON 25, D.C.

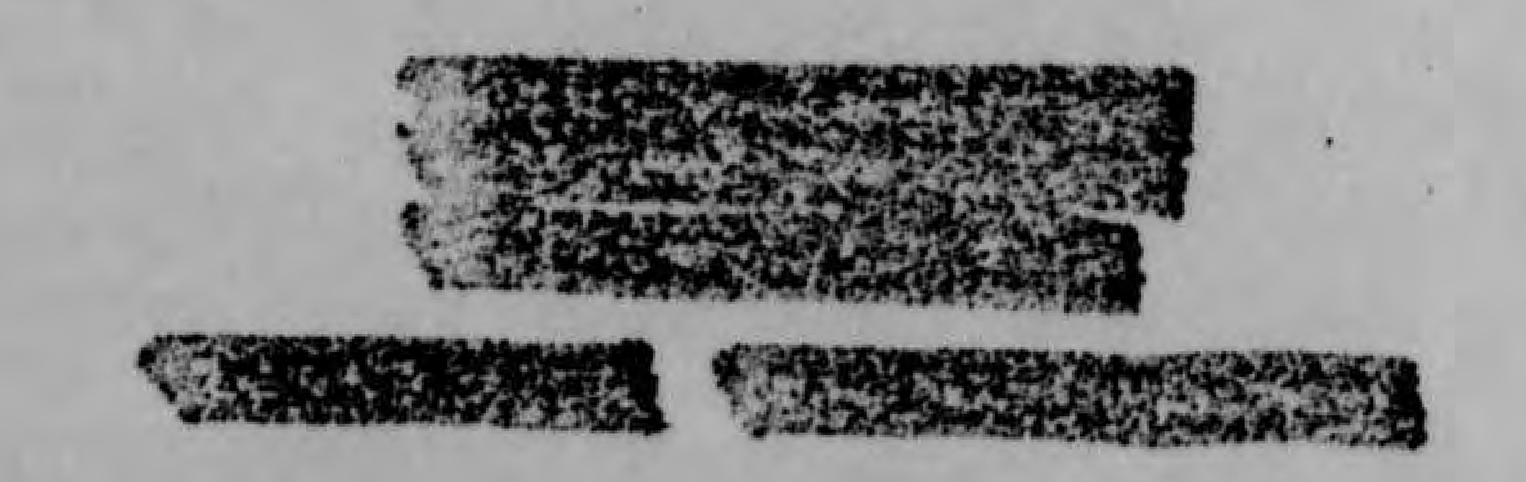
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WRIGHT PATTERSON AFB, OHIO
ATTN: ATIAA-2C

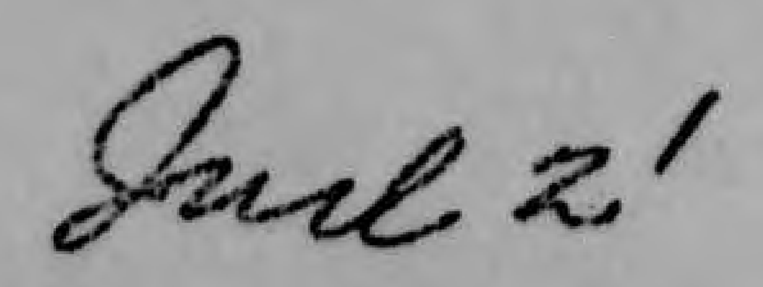
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ENT AFB, COLO SPGS, COLO

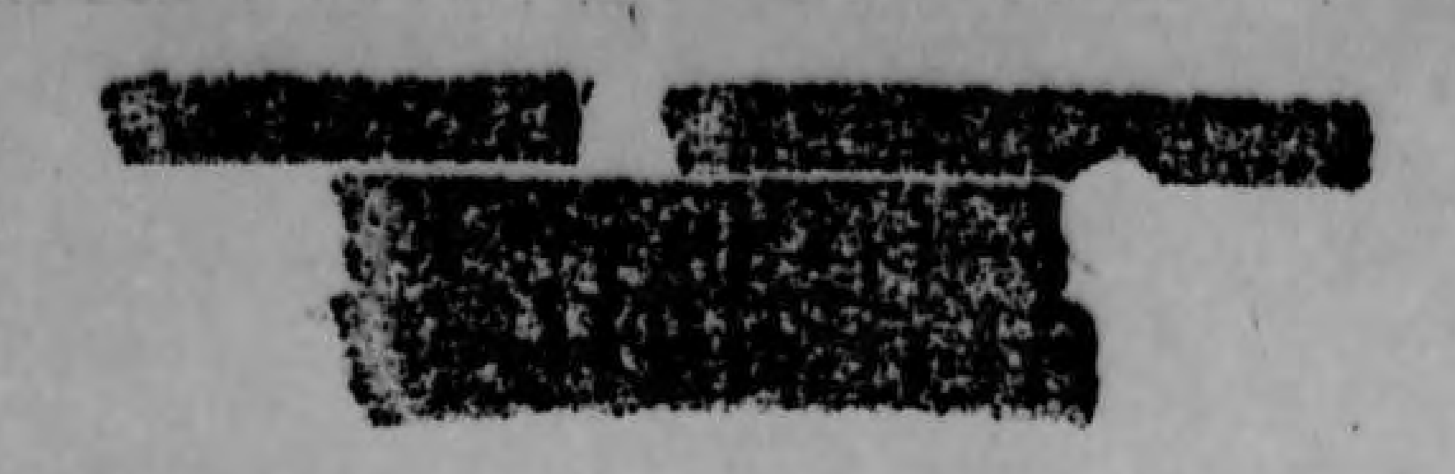
CG, EADF
STEWART AFB, NEWBURGH, N.Y.

CG, 32AD (DEF)
HANDCOCK FLD, SYRACUSE, N.Y.

58FIS 84 PD FLYOBRPT PD (1) OBJ APPEARED TO BE A WHITE LIGHT CMA SOMETIMES BLINKING AND SOMETIMES FLASHING RAPIDLY PD (2) SIGHTING TIME 0147Z (3) OBSERVED FROM AIRBORNE F-94 VISUALLY FOR APPROXIMATELY 24 MINUTES PD (4) OBS ERVER LOCATION AT ORIGINAL SIGHTING 71° 1' EAST 42° 20' NORTH PD (5) PILOT LIEUT LEITNER CMA GEORGE H HAS APPROX ONE THOUSAND FLYING HOURS AND THREE YEARS EXPERIENCE PD OBSV LIEUT BAZZELL CAM WINTFORD L HAS APPROX TWO HUNDRED FIFTY HOURS FLYING TIME CMA ONE YEARS EXPERIENCE PD (6) WX WAS FOUR THOUSAND BROKEN CMA FIFTEEN PLUS VISIBILITY CMA WINDS ALOFT TWO HUNDRED SEVENTY DEGREES AT THIRTY KNOTS PD (7) NEGATIVE PD (8) NEGATIVE PD (9) PILOT AND OBSV OBSERVED THE WHITE LIGHT FOR APPROX TWENTY FOUR MINUTES






[redacted]

IT APPEARED TO CLIMB FROM APPROX TWELVE THOUSAND FEET SLOWLY UP TO TWENTY TWO THOUSAND FEET PD PILOT STATES THAT THEY ORBITED THE OBJECT THROUGHOUT THE CLIMB ATTEMPTING TO GET CLOSE ENOUGH TO IDENTIFY WITHOUT SUCCESS PD OBJECT DESCENDED FROM TWENTY TWO THOUSAND FEET TO EIGHT THOUSAND FEET WHERE IT WENT INTO THE OVERCAST AND WAS LOST PD ESTIMATE CLOSEST RANGE TO THE OBJECT WAS TWO HUNDRED YARDS PD AT THE CLOSEST RANGE OBJECT APPEARED TO HAVE SOMETHING HANGING FROM THE LIGHT SUCH AS A STRING OR A CORD PD (10) UNKNOWN PD

[redacted]

58th FIS

467


[redacted]

Jul 22

SECURITY INFORMATION
RESTRICTED
(CLASSIFICATION)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY: USA (Boston, Mass.)
REPORT NO.: FLYOBRPT-IR-37-52E
(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object (FLYOBRPT)

AREA REPORTED ON: Boston, Mass

FROM (Agency): Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

DATE OF REPORT: 24 Jul 52

DATE OF INFORMATION: 23 Jul 52

EVALUATION:

PREPARED BY (Officer): JAMES A. BROWN, Capt., USAF

SOURCE: Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

REFERENCES (Control number, directive, previous report, etc., as applicable): Reported by electrical means from this Hq, Msg OPS INT 37 Jul, 23 Jul 52

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

The source of information contained in Part II first called in to Otis AFB ~~Bsw~~ Operations to determine whether or not this station had airborne aircraft in Boston area, saying he had picked up an "unknown" sighting. The NCO receiving the call queried wing intelligence section, received instructions on information necessary for this type reporting, and passed these instructions to Mr. [redacted] at Logan Airport. Subsequent report from Mr. [redacted] was received, via Base Operations NCO, at approximately 1700Z, 23 Jul 52.

The Base Operations NCO indicated that Mr. [redacted] is an "old-timer" in the weather game and had made the sightings when preparing to make a weather observation.

The significant point of this report is that observations were initially made just prior to, and during some of, the time sightings and attempted intercept was being made by F-94B aircraft of the 58th FIS (Otis AFB) in the Boston area. (These sightings (by F-94s) were reported by electrical means 23 Jul 52.)

James A. Brown
JAMES A. BROWN
Captain, USAF
Wg Intell Off

INCLS.

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SECURITY INFORMATION

U. S. GOVERNMENT PRINTING OFFICE 1950—O-918331

SECURITY INFORMATION
RESTRICTED
(CLASSIFICATION)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY: USA (Boston, Mass.)
REPORT NO.: FLYOBRPT-IR-37-52E
(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object (FLYOBRPT)

AREA REPORTED ON: Boston, Mass

FROM (Agency): Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

DATE OF REPORT: 24 Jul 52

DATE OF INFORMATION: 23 Jul 52

EVALUATION:

PREPARED BY (Officer): JAMES A. BROWN, Capt., USAF

SOURCE: Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

REFERENCES (Control number, directive, previous report, etc., as applicable): Reported by electrical means from this Hq, Msg OPS INT 37 Jul, 23 Jul 52

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

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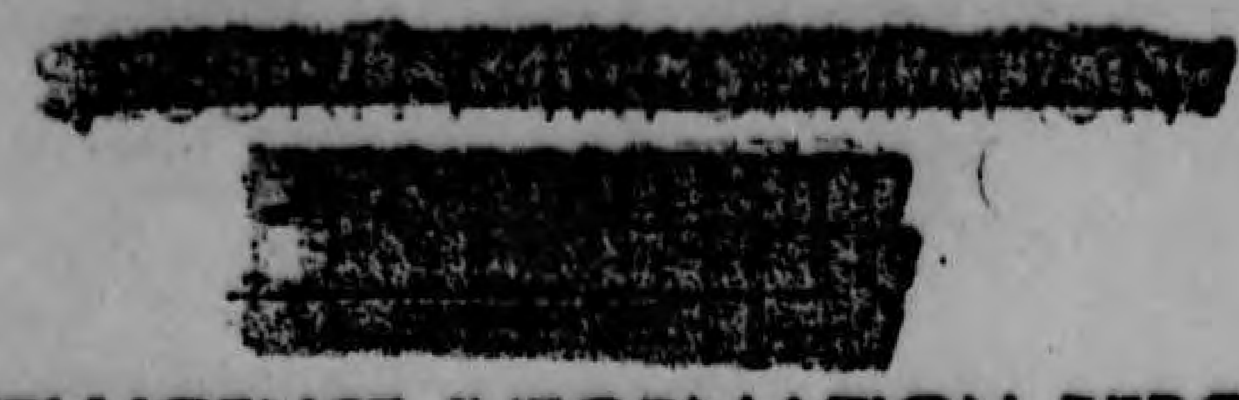
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SECURITY INFORMATION

U. S. GOVERNMENT PRINTING OFFICE : 1950—O-918331



AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
CO, 4707TH DEF WG OTIS AFB, FALMOUTH, MASS.	FLYOBRPT IR-37-52E	PAGE 1 OF 1 PAGES

Following information was passed to this headquarters intelligence section via Otis AFB Base Operations from Weather Station, Logan Airport, Boston, Mass, reported by TWX msg OPS INT 37 Jul, 23 Jul 52:

A Mr. [redacted] Civilian Weather Observer at Logan airport reports that at 0315 to 0326 Z, 23 Jul 52 he picked up an unknown object on Theodolite and has following to report: (1) Object estimated seven miles from Logan Airport at elevation of twenty degrees to twenty three degrees, described an arc from one hundred eighteen degrees to one hundred thirty degrees in azimuth. (2) Object made three definite three hundred sixty degree circles and was observed ~~from~~ for eleven minutes. (3) Object appeared ~~at~~ first bluish white, changing to red on apparent deceleration, then again to blue white upon extremely rapid acceleration.

No further information was given operations personnel by Mr. [redacted] other than that he was reporting this sighting immediately to CAA and ARTC.

SECURITY INFORMATION

UNCLASSIFIED

FORM 112—PART I
PROVED 1 JUNE 1948

COUNTRY: USA (Boston, Mass.)

REPORT NO. -IR-37-52

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object (FLYOBRPT)

AREA REPORTED ON: Boston, Mass

FROM (Agency): Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

DATE OF REPORT: 24 Jul 52

DATE OF INFORMATION: 23 Jul 52

EVALUATION:

PREPARED BY (Officer): JAMES A. BROWN, Capt., USAF

SOURCE: Mr. [redacted] Weather Observer, Logan Airport, Boston, Mass.

REFERENCES (Control number, directive, previous report, etc., as applicable): Reported by electrical means from this Hq, Msg CPS INT 37 Jul, 23 Jul 52

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112—Part II.)

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Wg Intell Off

INCLS.

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SECURITY INFORMATION

TENTATIVE
OBSERVERS QUESTIONNAIRE

SECTION A

1. When did you see the object:

1.1 Date: 22nd (Day) JULY (Month) 1952 (Year)

1.2 Time of Day: 11 (Hrs.) 15 (Min.) A.M. or (P.M.) (Circle One) TO 11:26 PM DST

1.3 Time Zone: (Circle One):

(a.) Eastern
b. Central
c. Mountain
d. Pacific
e. Other ______

(Circle One): (a.) Daylight Saving
b. Standard

1.4 Circle one of the following to indicate how certain you are of your answer to the above question 1.2:

(a) Certain
b. Fairly certain
c. Not very sure
d. Just a guess

2. Where were you when you saw the object:

U.S. Weather Bureau LOGAN AIRPORT (Postal Address) E. BOSTON (City or Town) MASS (State) USA (Country)

Additional Remarks: BALLOON OBSERVATION TOWER TAKING BALLOON RUN

3. Where were you located when you saw the object:

(Circle One): a. Inside a building
b. In a car
(c.) Outdoors
d. In an airplane
e. At sea
(f.) ~~Other TAKING BALLOON RUN~~

3.1 Were you:

(Circle One): a. In the business section of a city?
b. In the residential section of a city?
c. In open countryside?
d. Flying near an airfield?
e. Flying over a city?
f. Flying over open country?
g. Other AT LOGAN AIRPORT E. BOSTON MASS

7-3719-1

[redacted]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	
CO, 4707TH DEF WG OTIS AFB, FALMOUTH, MASS.	FLYOBRPT IR-37-52	PAGE 1 OF 1 PAGES

Following information was passed to this headquarters intelligence section via Otis AFB Base Operations from Weather Station, Logan Airport, Boston, Mass, reported by TWX msg OPS INT 37 Jul, 23 Jul 52:

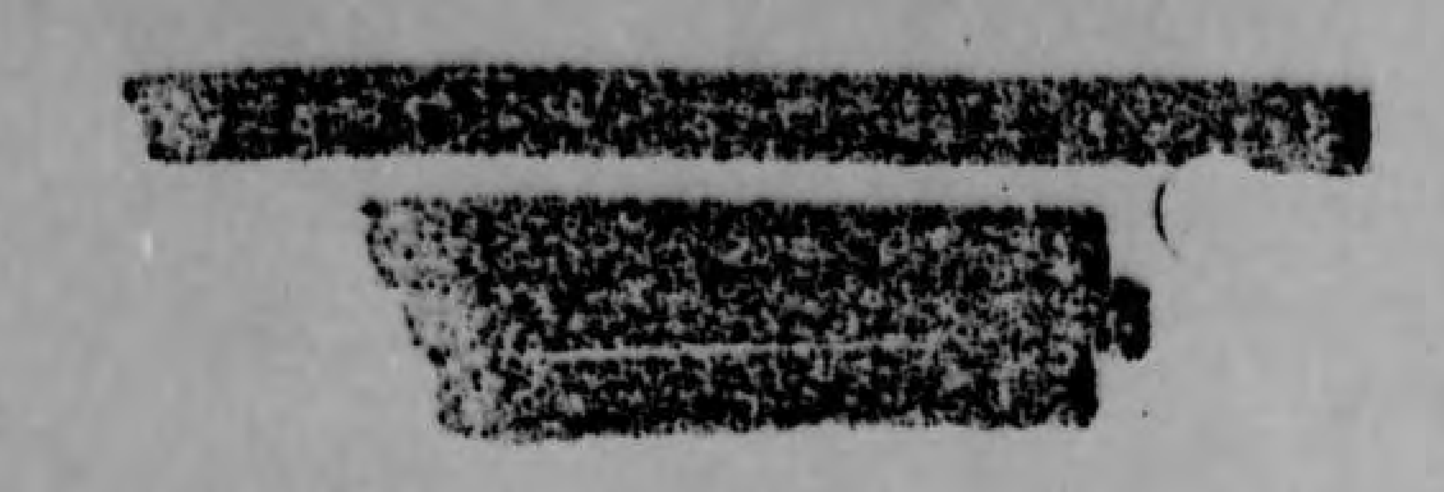
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No further information was given operations personnel by Mr.[redacted] other than that he was reporting this sighting immediately to CAA and ARTC.

[redacted]

(CLASSIFICATION)

[redacted]



CO, 4707TH DEF WG
OTIS AFB, FALMOUTH, MASS.

RESTRICTED

PRIORITY PRIORITY

DIR OF INTELL, USAF
WASHINGTON 25, D.C.

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AIR TECH INTELL CEN
WRIGHT PATTERSON AFB, OHIO
ATTN: ATIAA-2C

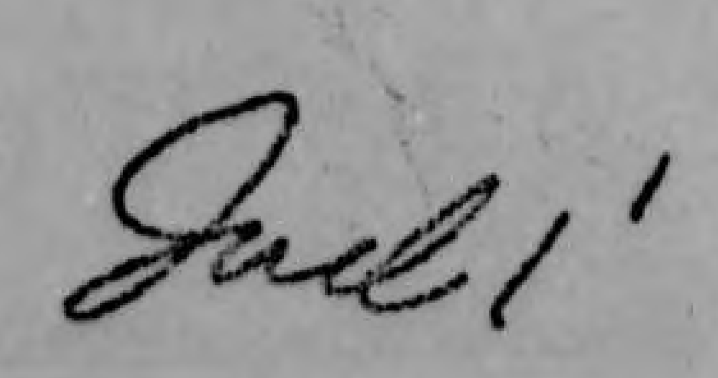
CG, ADC
ENT AFB, COLO SPGS, COLO.

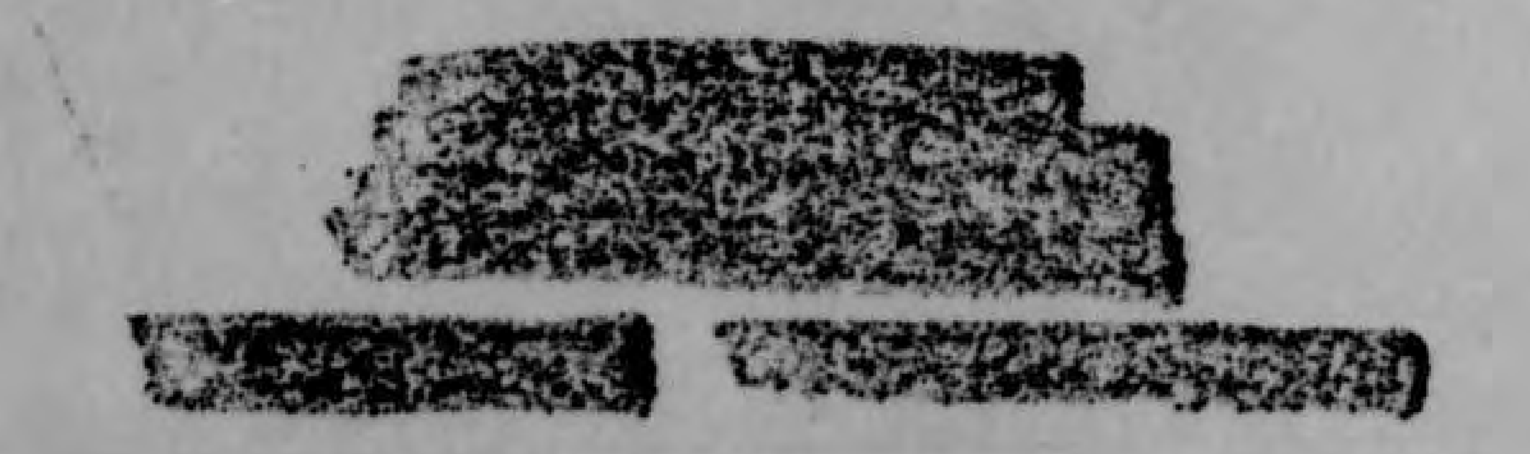
CG, EADF
STEWART AFB, NEWBURGH, NY

CG, 32AD (DEF)
HANCOCK FLD, SYRACUSE, N.Y.

OPS INT 27 Jul PD FLYOBRPT PD FOLG INFO PASSED TO THIS HQ INTELL SECTION VIA BASE TOWER FROM WEATHER SECTION CMA LOGAN AIRPORT CMA BOSTON CMA MASS CLN QUOTE MR BAILEY CMA G M CMA CIVILIAN WEATHER OBSERVER AT LOGAN AIRPORT REPORTS THAT AT 0315 TO 0326 Z 23 JUL 52 HE PICKED UP AN UNKNOWN OBJECT ON THEODOLITE AND REPORTS FOLLOWING CLN (1) OBJECT EXTIMATED SEVEN MILES FROM LOGAN AIRPORT AT ELEVATION OF TWENTY DEGREES TO TWENTY THREE DEGREES DESCRIBED AN ARC FROM ONE HUNDRED EIGHTEEN DEGREES TO ONE HUNDRED THIRTY DEGREES IN AZIMUTH PD (2) OBJECT MADE THREE DEFINITE THREE HUNDRED SIXTY DEGREE CIRCLES AND WAS OBSERVED FOR MANY MINUTSS PD (3) OBJECT APPEA RED FIRST BLUISH WHITE CMA CHANGING TO RED ON

RESTRICTED





[redacted]

RESTRICTED

PRIORITY PRIORITY

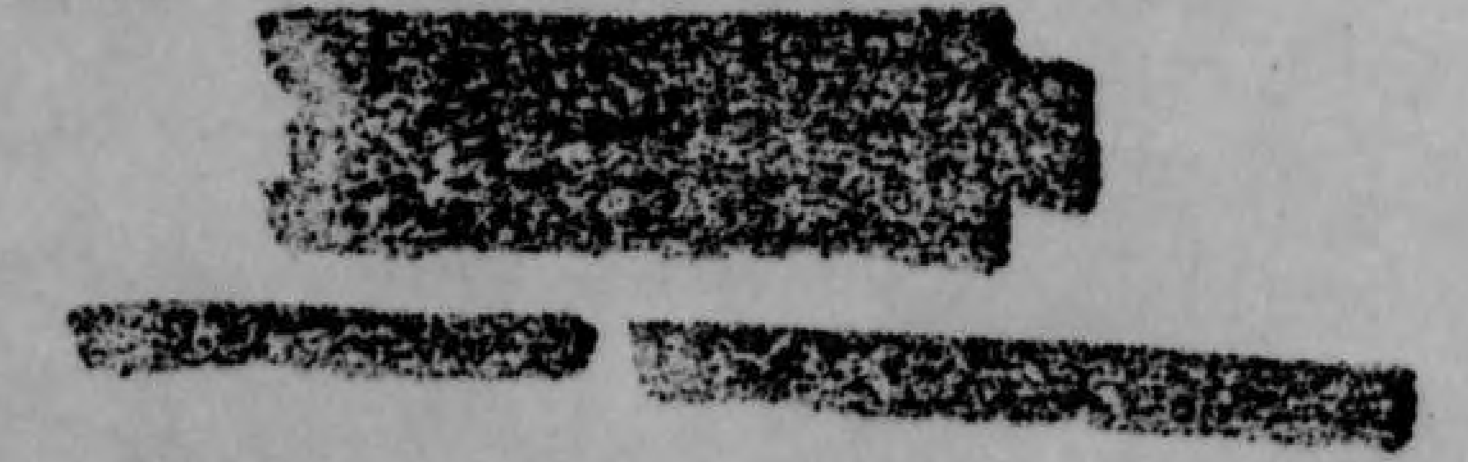
X

APPARENT DECELERATION CMA THEN AGAIN TO BLUE WHITE UPON EXTREMELY RAPID ACCELERATION PD UNQUOTE PD NO FURTHER INFORMATION WAS GIVEN CMA OTHER THAN THAT CIVILIAN BAILEY MADE IMMEDIATE FORMAL REPORT TO CAA AND ARTC PD END

RESTRICTED 2 2

JAMES A. BROWN, Capt, USAF Wg Intell off

OPS INT 2282


[redacted]

Jul 1 2

4. How did you happen to notice the object? I had just completed a 23 thod ft pibal when I had a flying object interfere with the run.

5. When did you report to some official that you had seen the object?

22nd	July	1952
Day	Month	Year

While I was still following object I ran 15 ft to a phone and had a forecaster come up to my balloon observation booth to continue the observation of this object while I completed three hourly weather observations.

SECTION B

6. What were you doing at the time you saw the object? Taking balloon run at Logan Airport

6.1 What had you been doing for the 30 minutes before you saw the object? Try to list the activity or activities and the approximate amount of time spent on each.

I was preparing balloon and following same with theodolite — the last 24 minutes was spent at theodolite writing down elev and azimuth & computing distances from table.

7. Were you moving at any time while you saw the object? (Circle One):

Yes or (No) [circled]

IF you answered YES, then complete the following questions:

7.1 What direction were you moving?
(Circle One):
a. North
b. Northeast
c. East
d. Southeast
e. South
f. Southwest
g. West
h. Northwest

7.2 How fast were you moving? __________ miles per hour.

7.3 Did you stop at any time while you were looking at the object?

(Circle One): Yes or No

8. What direction were you looking when you first saw the object?

(Circle One):
a. North
b. Northeast
c. East
(d.) Southeast [circled]
e. South
f. Southwest
g. West
h. Northwest

8.1 What direction were you looking when the object disappeared? abandoned it, take a [illegible] wx [illegible]

(Circle One):

- a. North
- b. Northeast
- c. East
- (d.) Southeast — circled
- e. South
- f. Southwest
- g. West
- h. Northwest

8.2 Circle one of the following to indicate how certain you are of your answer to the above question and preceding question (8 and 8.1).

- (a.) Certain — circled
- b. Fairly certain
- c. Not very sure
- d. Just a guess

9. Were you wearing eye glasses when you saw the object? (Circle One):

Yes or (No) — circled   Don't need eye glasses.

10. How was the object seen?

(Circle One):

- a. Through window glass
- b. Through windshield
- c. Through binoculars
- d. Through telescope
- (e.) Through theodolite — circled
- f. Through sunglasses
- g. Through open space
- h. Other ______________

11. What do you remember about the weather conditions at the time you saw the object?

11.1 CLOUDS (Circle One)

- (a.) Clear sky — circled
- b. Hazy
- c. Scattered clouds
- d. Thick or heavy clouds
- e. Don't remember

11.2 WIND (Circle One)

- a. No wind
- (b.) Slight breeze — circled
- c. Strong wind
- d. Don't remember

11.3 WEATHER (Circle One)

- (a.) Dry — circled
- b. Fog, Mist, or light rain
- c. Moderate or heavy rain
- d. Snow
- e. Don't remember

11.4 TEMPERATURE (Circle One)

- a. Cold
- b. Cool
- (c.) Warm — circled
- d. Hot
- e. Don't remember

SECTION C

12. Estimate how long you saw the object?

Hours	Minutes	Seconds
—	11	—

12.1 Circle one of the following to indicate how certain you are of your answer to Question 12:

(a.) Certain (circled)	c. Not very sure
b. Fairly sure	d. Just a guess

13. Did the object look: (Circle One) **(Solid)** (circled) or Transparent

14. Did the object at any time:

		(Circle One for each question)		
14.1	Change direction?	**(Yes)**	No	Don't know
14.2	Change speed?	**(Yes)**	No	Don't know
14.3	Change size?	Yes	**(No)**	Don't know
14.4	Change color?	**(Yes)**	No	Don't know
14.5	Break up into parts or explode?	Yes	**(No)**	Don't know
14.6	Give off smoke?	Yes	**(No)**	Don't know
14.7	Change brightness?	**(Yes)**	No	Don't know
14.8	Flicker, throb, or pulsate?	**(Yes)**	No	Don't know
14.9	Remain motionless?	**(Yes)**	No	Don't know

15. Did the object give off a light? (Circle One): **(Yes)** (circled) No Don't know

15.1 IF you answered YES, what was the color of the light? blue-white also had green [illegible] and [illegible] [illegible] [illegible] light

16. Tell in a few words the following things about the object?

16.1 Sound None – but it was at a great height and moving slowly

16.2 Color First noticed by the bright moving star-like light, but when [illegible] motionless had colored lights clearly visible

17. IF there was MORE THAN ONE object, then how many were there? only one
Draw a picture of how they were arranged and put an arrow to show the direction they were traveling.

18. Did the object at any time:

18.1 Move behind something? (Circle One) Yes **(No)** (circled) Don't know

IF you answered YES, then tell what it moved behind.

____

18.2 Move in front of something? (Circle One) Yes No Don't know

IF you answered YES, then tell what it moved in front of.

18.3 Blend with the background? (Circle One) Yes No Don't know

19. Which of the following objects is about the same actual size as the object you saw? (Circle One):

a. Pea
b. Baseball
c. Basketball
d. Bicycle wheel
e. Office desk
f. Automobile
g. Small airplane
h. Large airplane
i. Dirigible
j. Other [illegible] dish

19.1 Circle one of the following to indicate how certain you are of your answer to Question 19.

a. Certain
b. Fairly certain
c. Not very sure
d. Uncertain

20. Try to tell the following things about the object:

20.1 How high above the earth was it? ______ feet.
20.2 How far was it from you? ______ feet or 10 miles.
20.3 How fast was it going? [illegible] 200 miles per hour.
20.4 Circle one of the following to indicate how certain you are of your answer to the above questions:

a. Certain
b. Fairly certain
c. Not very sure
d. Just a guess

21. How did the object disappear from view?

(Circle One): a. Suddenly
b. Gradually
c. Other [illegible]
d. Don't remember

Could only glance a couple of times with naked eye but [illegible]

SECTION D

22. In the following sketch, imagine your eye at the point shown. Place an "A" on the curved line to show how high the object was above the horizon (skyline) when you first saw it. Place a "B" to show where it was when you last saw it.

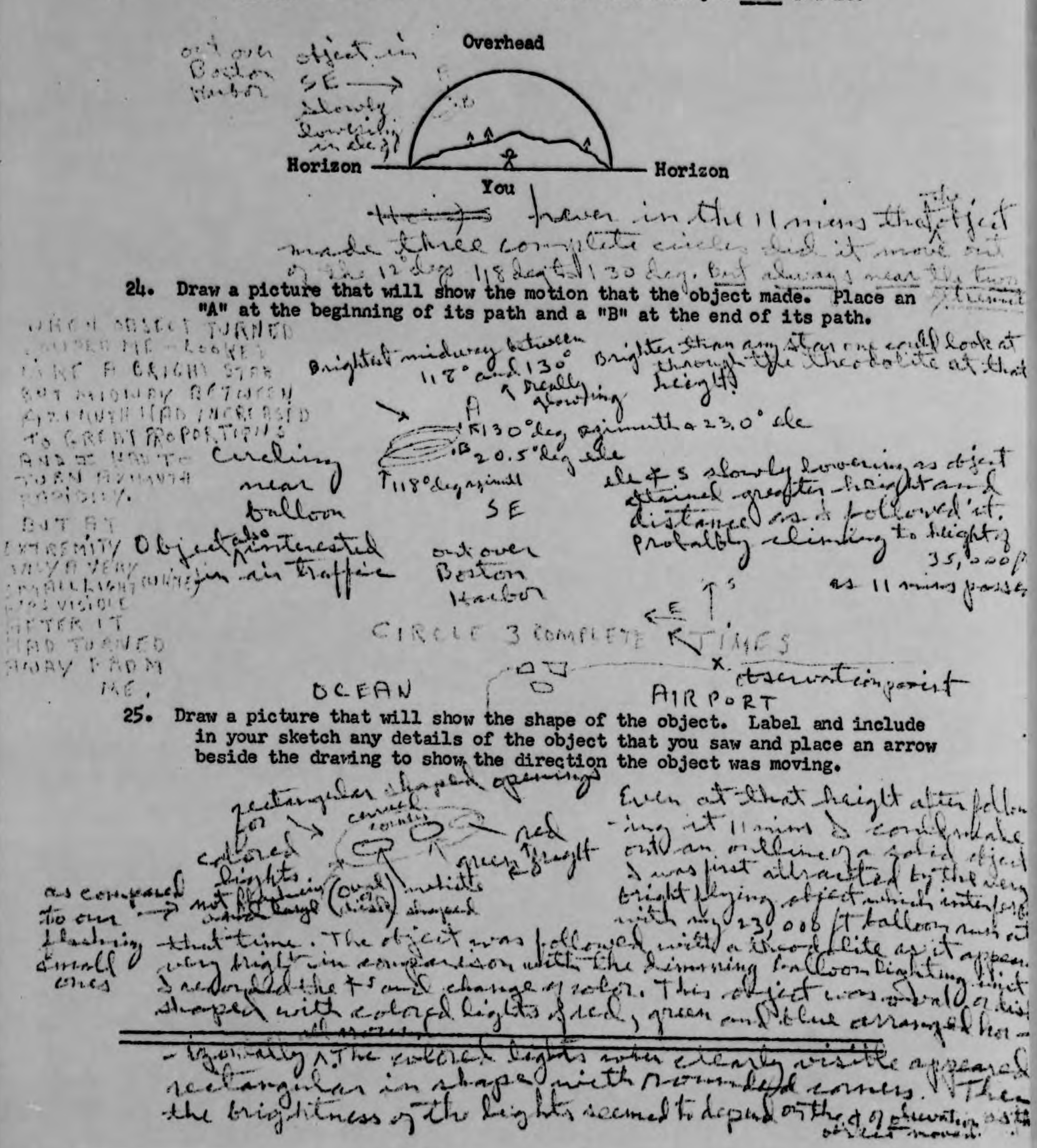
Overhead

A 30 deg
B 20.5 deg

Horizon

You

23. In the following sketch place an "A" at the position the object was when you **first** saw it, and a "B" at its position when you **last** saw it.



24. Draw a picture that will show the motion that the object made. Place an "A" at the beginning of its path and a "B" at the end of its path.

25. Draw a picture that will show the shape of the object. Label and include in your sketch any details of the object that you saw and place an arrow beside the drawing to show the direction the object was moving.

SECTION E

26. Was this the first time that you have seen an object like this?

(Circle One): Yes or (No) [circled]

26.1 IF you answered NO, then when, where, and under what conditions did you see other ones? 1949, 1950, 1951 Same location, time of evening and month [illegible]. Same conditions NE – SE of LOGAN AIRPORT

27. In your opinion what do you think the object was and what might have caused it? This object was an airship, not a star constantly changing in colors, not an inversion at 3,000 ft – although we do have inversions aloft nearly all the time and there was some scattered cirrus half hour prior to taking balloon, and even after considering possibility of reflections and [illegible] physics and [illegible] I am certain

28. Give the following information about yourself:

NAME [redacted] [redacted] [redacted]
Last Name First Name Middle Name

ADDRESS [redacted]. EVERETT ___ MASS
Street City Zone State

TELEPHONE NUMBER NONE

What is your present job? weather observer

Age 37 ½ yr.

Sex male

29. Was anyone else with you at the time you saw the object?

(Circle One): (Yes) [circled] or No

29.1 IF you answered YES, did they see the object too?

(Circle One): Yes or (No) [circled]

29.2 Please list their names and addresses:
The main name is Mr. Jack Corbett airway forecaster at Wx Bureau Logan airport. He never used a theodolite before and was working under very bright lights one min before attempting to climb stairs to observatory and feeling his way up stairs to balloon tower – he had great difficulty with rubber eye piece of theodolite – his glasses interfere. He located it once for me, I sighted it again and abandoned all for it's [illegible].